

Owing to the bad condition of the ground and the weather forecasts, it has been decided to postpone the Jubilee Gymkhana until Saturday week, the 11th July.

A correspondent writing to the *Mercury* from Tientsin on the 16th June says:—From Peking I learn that the hitch about the Belgian loan still remains, and from what I can gather Sheng Tsotai, Herr Detring, Yang Moh, and others have bungled the whole affair.

Every one in Shanghai heard with delighted satisfaction of the honour done to Mr. George Jamieson, but it is a slight depreciation of this honour, that Mr. Clator of Hongkong should receive it at the same time, says the *N.O. Daily News*. What Mr. Clator has done to deserve such an honour at the Queen's hands, beyond being a successful speculator, we do not know; but we presume Sir William Robinson has good reasons for recommending him for the distinction.

The appearance of the name of a Dr. Cantlie in the lists of passengers sailing for the Far East has given rise to the impression that Dr. James Cantlie was returning to his former haunts. We understand that this is a brother of Dr. James Cantlie, who is to practise at Swatow. We see from newspapers received by the last mail that Dr. James Cantlie proposed one of the towns at the recent dinner of the Aberdeen University Club in London, and that he has been elected a member of the Council.

The Record Reign was celebrated at Ningpo with much heartiness by the foreign community. A special service was held on Sunday, 29th June, by the Rev. W. S. Moule; on Monday, Mrs. Moule gave a garden party; on Tuesday, Capt. Downie held a reception on board the steamer *Pekin*; in the afternoon the Ningpo Club held an "At Home," and at night Connelley gave a dinner and was "At Home" to the foreign community. The health of the Queen was proposed in an eloquent speech by Mr. Playfair, the National Anthem was sung, and a salute of twenty-one guns fired. The *Taotai* was among the guests, and in the course of the evening delivered a speech in which he referred to the kindly relations existing between Great Britain and China.

The following paragraph occurs in Dr. E. J. Eitel's report on the Educational Department of the Colony for 1896:—This School, which all along has laboured under unusual difficulties, had its school-house levelled to the ground by a typhoon, and though the school was continued in temporary quarters, it had to be closed at the end of the year. Although the British Kowloon College had from the beginning an experimental character, it has shown distinct signs of permanent vitality. In view of the steady growth of the European settlement which has sprung up on the Peninsula and in view of the sacrifices of time, work, and money, which the School Committee have made from year to year, His Excellency the Governor has recognised the reasonableness of the Committee's request that the school be either converted into a Government School reserved for the children of the European residents of the Peninsula in the same way in which so many schools on the Island are virtually reserved for the Chinese community, or that the Government provide ground and school-building, in which case the Committee would cheerfully work the school at their own expense on the lines of a grant-in-aid school, with little doubt of success.

At a meeting of the Handel Chamber of Commerce on 31st May, a considerable amount of correspondence was considered regarding the opening of the West River. Mr. Doumer, Governor-General of Indo-China, wrote on 4th May to the President of the Chamber enclosing the regulations drawn up by the Imperial Chinese Maritime Customs for the conduct of the trade on the West River. It appeared from the covering letter that the regulations were transmitted to the Governor-General of Indo-China by M. Le Roux, the French Consul at Hongkong, who stated that seven steamers had been already constructed prior to that date, in anticipation of the opening of the West River, with an average tonnage of from 400 to 800 tons. The steamers were owned by the Hongkong, Canton and Macao Steamboat Co., and Fun Sun Co., and the Quong Chau Co.; and it was pointed out, for the benefit of the bounty-receiving merchants of Tonkin, that none of these Companies had any hope of receiving a "subvention" for their enterprises. In a subsequent letter, dated 15th May, a further communication from the French Consul in Hongkong was submitted to the President of the Chamber by Mr. Doumer. The new open ports and ports of call were set forth in this letter, with a brief description of the geographical position of each of the towns. It is stated in this letter that the British merchants hoped to obtain further concessions in the way of new ports at Nanning-fu and Peking, but the Governor-General pointed out that in order to navigate the river above Wuchow-fu it would be necessary to employ steamers of very high draught. The action of the authorities of Macao, with a view to attract trade to the Portuguese colony, was also mentioned in this letter. Communication. At the same meeting there were submitted new regulations for the navigation of the upper reaches of the Red River.

New Plans and Organ Repairing Material and Machinery for sale, also the latest and best, W. Robinson & Co.

The C.P.R. steamer *Empress of India*, sailing to-morrow, will call at Amoy.

British North Borneo joins in the ever-recurring complaints against the Imperial Chinese Post.

The C.P.R. Co.'s s.s. *Empress of India*, sailing to-morrow, at noon, will call at Amoy, in addition to usual Ports of Call.

At Shanghai, on the 23rd inst., a most successful Gymkhana meeting was held on the Race Course, in connection with the Jubilee festivities.

The steamer *Neuchang*, which left Shanghai for Amoy and Swatow on the 23rd June, was compelled to put back later in the day owing to damage to her machinery.

The annual dinner of the Shanghai branch of the China Association, held in honour of Her Majesty's Jubilee, took place in the Shanghai Club on the 21st inst. Sir Nicholas Hannon, H.B.M.'s Consul-General, occupying the chair.

Kowloon residents will be pleased to note that Mr. Huttenlocher has decided to carry on the business of general emporium at his Kowloon branch, and that he has made arrangements with the Hongkong Butcher for the supply of prime butcher meat. Mr. Huttenlocher deserves to be well rewarded for his enterprise.

At the meeting of the Sanitary Board to-morrow, the Vice-President will move:—That the Board do call upon each and every one of the subordinate Officers, Inspectors and Clerks serving under the Board to furnish to the Board a full and accurate statement of the business concerns, if any, in which they are interested.

Mr. Korczik returned to Sandakan from Hongkong per S.S. *Detention* on the 8th June, and brought with him 94 good labourers for Tobacco Estates on the Kinnabatangan and at Darvel Bay. We also hear from Mr. Korczik (says the *B. N. B. Herald*) that he has succeeded in inducing Mr. C. P. Chater, M.L.C., to take an interest in a local enterprise.

Information is contained in a private letter to a gentleman in the Colony of the appointment of Captain H. B. Lethbridge, Superintendent of Victoria Gaol, to the post of Deputy Governor of Borneo convict prison, Kuching. It is understood that the office of Superintendent of the Gaol here will now be combined with the office of Captain Superintendent of Police.

DETROIT-SERGEANT Holt arrived to-day from Singapore by the steamer *Empress of India*, carrying a large consignment of goods of Edward Vincent, storekeeper, C. P. R. Co., who was arrested in Shanghai upon a provisional warrant granted by Mr. Woodhouse, Police Magistrate. Vincent is charged with stealing two boxes and some glass and chinaware, valued at \$12. He was brought before Mr. Woodhouse, at the Magistrate's, and formally charged.

COMMENTING on the landing of money by various Sikh soldiers and policemen in Hongkong, the *B. N. B. Herald* states that money-lending orders in the Borneo courts are now granted judgment for payment in minute instalments—25 cents or thereabouts a month. Police money-lending, says our contemporary, has visibly decreased since this rule was adopted. Here is a hint for our Puisse Judge!

In its issue of the 26th June, *Le Courrier d'Haiphong* announces the receipt of a letter from M. Brenier, the head of the Lyons Mission to China. For M. Brenier's safety some fears were entertained about a month ago, as it was known he was to traverse a region in the Province of Kwangsi where fighting had been taking place, but it appears from M. Brenier's letter, written on the 20th June from Macao (where he had gone to escape the noise and bustle of the jubilee celebrations at Hongkong), that finding a miniature rebellion in full swing in the north-west of Kwangsi he made a detour to the capital town of the Province of Kwangsi, and dropped down to Canton. The rebels, who are reported to be Black Flags armed with Winchester repeating rifles, are travelling about the country in bands of from 400 to 600 rubbing and plundering unchecked by the mandarins, who are helpless, handicapped as they are by the low type of "braves" in their service and the poor quality of their weapons. M. Brenier is well entitled to a rest after spending eighteen months in the interior of China. It may interest our readers to know that Mr. F. C. A. Bourne, the Consular pilot of the Blackburn Mission, accompanied by the members of that Mission, has arrived in Hongkong.

VESSELS AT THE DOCKS.—At Kowloon: Reina Cristina, San Joaquin, Taichong, Rose, H.M.S. *Wivern*.

Aberdeen: (None).

Compulsory: Australian.

We were asked by Sir Nicholas Hannon on the 24th June (says the *N.O. Daily News*) to issue the following:—Unless I had to the contrary, I intend sending to Mr. Jamieson the following telegram:—The British Community of Shanghai send hearty congratulations on your well-deserved honour.—HANNON.

REUTER'S TELEGRAMS.

(Supplied to the "China Mail.")

LONDON, 27th June, 1897.
The Russian ironclad *Ganuy*, after striking a reef in the Baltic, foundered. The crew was saved.

THE JUBILEE NAVAL REVIEW.
The Prince of Wales, on board of the *Victoria* and *Albert* followed the *London* and the *Comet*, reviewed the fleet at Spithead. One hundred and sixty-seven ships, including the mercantile cruisers *Campania* and *Tedonic* fully armed, were ranged in five lines, of which four lines of five miles long first successive salutes, which were followed by simultaneous cheers along the whole 25 miles of shipping.

THE TRANSVAAL AND THE JUBILEE.

President Kruger has personally wired his good wishes to the Queen.

THE UNITED STATES AND JAPAN.
The reply to Japan from the United States is guarded and diplomatic, and is calculated to protect negotiations.

(Le Courrier d'Haiphong.)

THE JUBILEE IN ENGLAND.—AN ACCIDENT.

Queen Victoria has arrived in London where the preparations for the Jubilee are being actively pushed on to completion. Yesterday, solemn services were held in all the cathedrals and churches.

The Queen went to St. Paul's Cathedral at mid-day accompanied by a brilliant retinue. Her Majesty's carriage was surrounded by English and foreign princes on horseback. The Colonial troops preceded the Queen's carriage and were much admired, especially the Indian princes. The enormous crowd greeted the Queen with cheers, and the procession arrived in Buckingham Palace, without any other incident.

The fleet continued in London. During a stampede in the crowd last night whilst viewing the illuminations several persons were injured.

HOSTILE DEMONSTRATIONS IN DUBLIN.

Hostile demonstrations took place in Dublin during the jubilee. Several arrests were made.

THE FUTURE OF CRETE.

The rumour is confirmed that the Powers have agreed to the French proposals regarding Crete. The discussion of the situation is proceeding favourably at Constantinople.

THE KING OF SIAM.

The King of Siam has arrived at Vienna. He was received by the Emperor of Austria.

TYPHOON WARNING.

Tuesday, June 29, 12.40 p.m.
The following message reaches us from the Observatory:—

Depression to the Southward of Hongkong probably 20 degrees latitude; appears to be almost stationary, but increasing in intensity.

Forecast:—N.E. and E. winds, strong, with some probability of a gale; threatening, squally with rain.

SUPREME COURT.

IN APPELLATE JURISDICTION.
(Before their Honours Sir John Carrington, Chief Justice, and A. G. Wise, Puisne Judge.)

Tuesday, June 29.

THE BANK OF CHINA, JAPAN AND THE STRAITS LTD., v. CHONG YAU TO, AND OTHERS.
Mr. E. Robinson (instructed by Mr. H. L. Denny) appeared for the appellants, Mr. J. Francis and Mr. H. E. Pollock (instructed by Mr. G. C. C. Master) for the respondents. Mr. Robinson continued his argument, and dealt with the specific points of the case. By the bond. By the agreement a guarantee was made of the payment to the Bank of all losses of the Bank caused by the neglect, default or want of skill of the respondents, and nothing was said about interest. Interest was in the nature of profit, and so far as the agreement went there was no guarantee of a profit.

JAPANESE TELEGRAMS.

(From the "Kobe Chronicle.")
THE UNITED STATES, JAPAN AND HAWAII.
Tokyo, June 19.—Count Okuma, the Minister for Foreign Affairs, has protested against the incorporation of Hawaii into the United States. The details of the dispatch sent through the Japanese Ministry at Washington to the United States Government are as follows:—It is, however, reported that Count Okuma points out that Hawaii is an independent State containing a large number of Japanese, who entered the country at the request of the Hawaiian Government. On this account Japan must oppose the unconditional incorporation of the islands into the United States, and the proper course would be for a special Convention to be made between Japan and the United States with regard to Hawaii. It is further asserted that Count Okuma has informed the United States that in case the protest is rejected, Japan will definitely oppose any such incorporation as is proposed.

Further instructions have been issued to Mr. Shimamura, the Japanese Minister at Honolulu.

A long telegram has been received by the Government from Mr. Kato, the Japanese Minister to Great Britain, in regard to the Hawaiian question. It is believed that Great Britain will protest against the action of the United States.

Tokyo, June 20.—The following telegram was received yesterday by the Government from America:—The Convention for the incorporation of Hawaii was submitted to the Senate for ratification on the 16th inst., together with the Presidential Message, and was published on the following day. The new Convention states that the United States will assume the liabilities of Hawaii up to four million dollars.

TERRIBLE DISASTER NEAR SOCOTRA.

WRECK OF THE P. AND O. STEAMER "ADEN."

LISTS OF THE PASSENGERS DROWNED AND MISSING.

The intelligence has been received with profound sorrow in Hongkong (a feeling which will be shared at Shanghai and in the various ports of China) of the loss of the P. and O. steamer *Aden* on one of the reefs in the dangerous neighbourhood of Socotra. The first intimation that any disaster to the vessel was apprehended was Reuter's telegram of Saturday last, stating that the *Aden* had been dispatched from Bombay to search for the missing vessel. The interest in the fate of the steamer was all the greater in Hongkong from the fact that several of the passengers were well known here, and much sympathy will be felt for those who have lost friends or relatives in the ill-fated steamer. The following communication has been kindly forwarded to us by Mr. H. A. Ritchie, Superintendent of the P. and O. Company:—

It is with the deepest regret I have to inform you that a telegram to the following effect has been received from the Company's Agent at Aden:—

Government steamer *Mayo* arrived here this evening reports *Aden* has been wrecked off reef on the East side of Socotra 3 a.m. Wednesday, 9th June. Rescued by means of *Mayo's* boats 7 a.m. Saturday 20th June:—

PASSENGERS SAVED.

F. W. V. Valpy, from Persia.

E. C. Pearce, wife, eldest infant, from Shanghai.

F. Gillett, wife, daughter, from Yokohama.

2 Annals.

2 Engineers.

1 Steward.

SWIFT OVERBOARD AND DROWNED.

Mr. and Mrs. Strain and 2 children, from Tientsin.

Miss Lloyd, from Foochow.

Miss Weller, from Foochow.

Mr. Pearce's second baby, and nurse.

Capt. Hill, R.N.R. (The Commander)

MISSING.

The following escaped in boat but without provisions and little hope of safety on account of bad weather:—

Mr. Collins and 2 children, from Foochow.

Margaret Hogan (Mrs. Collins's nurse), from Foochow.

Mrs. Smyth and infant, from Ningpo.

Mrs. Reilly and 2 children.

Mrs. Sanderson, from Siam.

Mrs. Suttie and infant, from Singapore.

Miss Hewitt, from Persia, and part of the crew.

34 Mixed Crew.

The wreck is breaking up.

The following is a complete list of the passengers on board when the *Aden* sailed from Hongkong on the 17th May:—

From Hongkong to London.—Mrs. Strain's family.

From Foochow to London.—Mr. Collins, 2 infants and nurse; Miss Weller, Miss Lloyd.

From Yokohama to London.—Mr. and Mrs. Gillett and child.

From Shanghai to London.—Mr. and Mrs. E. C. Pearce, 2 infants and nurse; Mrs. R. Smyth and nurse; Mr. and Mrs. J. M. Strain and 2 infants.

Of the passengers saved we find that Mr. Valpy is an assistant overseer with the Persia Sugar Cultivation Co.; Mr. Pearce is an assistant with Messrs. H. B. and Co., merchants, Shanghai; and Mr. Gillett, assistant with Messrs. Molison and Co., merchants, Yokohama.

Mr. Strain, who, with his wife and family, is amongst the passengers known to be drowned, was a chemist at the Imperial Arsenal at Tientsin.

Mr. Collins is evidently the wife of the Rev. J. S. Collins, missionary of the English Church Missionary Society, to the Zensu Section of which Society Messrs. Lloyd and Weller belonged. This is the Society, it will be remembered, which lost several members in the Kuching Massacre in 1895.

Mrs. Smyth, from Ningpo, is, presumably, the wife of Dr. R. Smyth, of the Church of England Missionary Society.

The following is a complete list of the officers, &c., when the steamer sailed from Hongkong:—

Capt. R. E. Hill, R.N.R., who joined the *Aden* in February, 1894.

Chief Officer, E. Carden.

Second Officer, A. Miller.

Third Officer, R. Manning, R.N.R.

Fourth Officer, E. Huddleston.

Surgeon, G. H. Forman.

Chief Engineer, D. Carmichael, R.N.R.

Second Engineer, O. J. Chisholm, R.N.R.

Third Engineer, T. A. White.

Fourth Engineer, T. Moll. Kelt.

Winchman, W. Atkins.

Carpenter, H. Holmes.

Boatswain, C. McKee.

Stewardess, Ada Nichols.

The *Aden* is a comparatively new vessel, having been built at Middleboro' in 1892 by R. Dixon and Company, and cleared 100 A1 at Lloyd's. She has a gross tonnage of 8,825, and a net tonnage of 5,517. Her dimensions were:—Length, 285 feet; breadth, 41 feet; depth, 27 feet 6 inches. She was fitted with triple expansion engines of 471 nominal horse power, and 135 feet of screw, and two double 16-inch guns.

She was cellular double bottomed and fitted with seven bulkheads. The *Aden* had acted as a transport.

Reports of steamers arriving at Colombo about the date the *Aden* was lost show that tempestuous weather had been prevalent in the Indian Ocean.

HONGKONG ELECTRIC CO., LTD.

The eighth ordinary yearly meeting of shareholders of the Hongkong Electric Co., Ltd., was held to-day at the Company's office, No. 27 Queen's Road Central. Mr. H. L. Dalrymple presided. The others present were:—Messrs. C. S. Sharp (Director), W. H. Wickham (Manager), P. F. Han (Secretary), R. C. P. Chater, C. M. G., and J. J. Ball (Irving, C. Bourmann, G. Stewart, G. T. Veitch, Captain Farquhar, — Ezekiel, and A. Baptista.

The Secretary read the notice calling the meeting. The Chairman said:—Gentlemen, the report and accounts having been in your hands for some time, I would propose with your permission to follow the usual course, and take them as read. We are glad to be able to again come before you with figures showing a steady improvement in the Company's earnings, and a better net result of the working for the year, and I trust that these will have given satisfaction to all shareholders. To the incandescent lighting is again due the principal share in the increase in our earnings, the are lighting showing only the additional revenue accruing from the use of the 7 arc lamps installed at the end of our previous financial year. Against our increased revenue we have had to incur some additional expenditure, but everything is being done to keep this as low a figure as possible consistent with the proper maintenance of an efficient and satisfactory service, and we hope and believe that in the service of the light during the past year the Company have given satisfaction to the numerous consumers of the current. The profit on working accounts, as you will observe, amounted to £27,071.70 (after deducting Directors' Fees) is £33,190.93 which we recommend should be disposed of as follows:—To pay a Dividend of 6%—40 cents per share, £12,000; to write off plant account for depreciation, £12,500; to carry forward, £8,690.93. And we trust this will meet your approval. No doubt it may have occurred to some shareholders that this time we might have recommended a higher dividend than that just mentioned, but your Directors have had in view the fact that, as it is intended presently to call up the remainder of the Capital, we shall next time have to pay a dividend on a larger amount, whilst for the final call will be made, will not be bringing in revenue for any length of time during the current financial year, that to keep up next year the same percentage of dividend on the full capital, we may have to make use to some extent of the sum we now recommend to be carried forward. We trust that this course will commend itself to all shareholders generally. Mr. Wickham, whilst at home was able to arrange the purchase of the whole of the new machinery and appliances required of the latest improved type, and the Board have reason to be satisfied with the results of his visit in the satisfactory terms obtained in connection with this matter. I may point out that a considerable portion of the increase in the item for charges is due to this visit, but we consider more than the equivalent has been realized in the supervision Mr. Wickham was able to give to the preparation and setting up of the various contracts. The new machinery, etc., is now on the way out, and part has already arrived. When all is erected we shall then be prepared for any calls for current likely to be made on us for some considerable time to come. I have not found necessary to call up the remainder of the Capital so soon as foreshadowed at last year's meeting, but the time is now approaching when the additional funds will be required, and the final call of 25 per cent will be made shortly after this meeting. Gentlemen, these are all the remarks that occur to me to make, but if there are any questions shareholders may wish to put, I shall be very happy to reply to them the best I can.

The Chairman—There being no remarks and no questions, I beg to move the adoption of the report and accounts as presented on the table.

Mr. Veitch seconded.

Carried.

Mr. Veitch proposed that Messrs. H. L. Dalrymple and C. S. Sharp be re-elected Directors.

Carried.

Mr. Ezekiel proposed the re-election of Messrs. G. Stewart and A. Coutts as auditors.

Carried.

Captain Farquhar seconded.

Carried.

The Chairman—Gentlemen, that is all the business I have to bring before you. Dividend warrants will be ready on Thursday morning. I hope that the prosperity of the Company will continue to increase, and I hope to come before you this time next year with a better report. I thank you for your attendance.

They were telling fish stories in a Lewiston barber's shop. I caught a pickerel the other day out of the water, and he was the biggest pickerel I ever saw. 'How much did he weigh?' 'Dunno; but when I pulled him out he lowered the lake four inches.'

At the recent distribution of the annual awards by the Asiatic Geographical Society a gold medal and £1,000 were awarded to M. O. E. Bonin for his exploratory trip round China; a gold medal to M. Chaffin for his journey through Turkestan, Siberia and Mongolia; and a large silver medal to M. Macdonald for his explorations in Yunnan, Szechuan and the Island of Hainan.

Captain Rinder and the officers of the U.S.M.S. *Belgic* carried out an appropriate celebration of the Jubilee while at sea between Nagasaki and Shanghai. At noon they fired a salute of 21 guns, and were followed by cheers for the Queen. In the afternoon there were games and day fireworks. At dinner Captain Rinder eloquently proposed the toast "The Queen," and all the passengers joined in singing the National Anthem. A fine display of fireworks and a cannon salute were given, and the celebration a most enjoyable Jubilee day.

—N.O. Daily News.

According to the latest reports from Szechuan, the famine there is still as high and people are dying from starvation. The institutions of Szechuan, including money collected by Szechuan merchants in this part, have already subscribed and sent under cover of the special agents over £10,000, but this is said to be insufficient, and a telegram received yesterday from Szechuan states that £20,000 more has been sent to purchase grain, and that the famine is still as high and people are dying from starvation.

—N.O. Daily News.

THE FIRE BRIGADE.

ANNUAL REPORT BY THE SUPERINTENDENT.

The following is the report of the Superintendent of Fire Brigade for 1896:—

Fire Brigade Department, Hongkong, 5th February, 1897.

Sir,—I have the honour to submit the following report on the Government Fire Brigade for the year 1896.

1.—Commander Hastings was in charge of the brigade up to the 2nd April. Mr. Leithbridge had charge from that date until the 7th of October, when I returned of leave of absence.

2.—There occurred 30 fires—two of which were in the harbour—and 54 incidents during the year. Details regarding each will be found in the annexed schedules. The estimated damage caused by the fires was \$105,555 and by the incidents \$1,565.

I also attach a list showing the number of fires that have occurred during each of the last five years, with the estimated value of property destroyed in each case.

3.—There has been a marked diminution in the number of fires occurring on land since the third week in April last. Up to the 22nd April there were 14 fires and since that date there have been an equal number. This is no doubt due to the action taken by the Fire Insurance Companies in instituting a tariff which came into force in April, and increasing the rates of premium; while the conviction for arson at the May Sessions of two Chinese partners in the Shop No. 48, Peking Street, and the heavy sentences of twelve years hard labour passed upon each, have evidently had a salutary effect in deterring others from incendiarism.

4.—During three months of the year, from January to March, the water in the mains was turned off from 10 a.m. to 5 a.m. daily, except on an alarm of fire when it was turned on and used on till salt water was obtained.

5.—A list of places where Fire Dispatch Boxes are kept, and of private telephones to which the Police have courteously been granted access in the event of a fire, together with Mr. King's report on the state of the engine-rooms attached.

6.—With regard to the working of the Brigade of which I have now had four months experience, I consider that while the personnel—especially the European portion of it—is good—the organisation is capable of improvement.

The very small number of men available for duty at the first outbreak of a fire, and the want of the means of conveying rapidly to the scene of a fire the necessary appliances for extinguishing it, are the principal defects that I wish to remedy. Street coolies are relied on to drag the engines and appliances at the Central Fire Station to a fire, and it depends almost entirely on the alacrity of these in offering themselves for hire whether the appliances will reach the fire in good time or otherwise.

7.—While should the fire occur at a distance from the Central Fire Station—at East or West Point for instance—it is, of course, obvious that an enormous amount of valuable time must be lost owing to the slowness with which the appliances must under such a system travel.

8.—The remedy for these defects is to increase the permanent staff of the Brigade, and to enlarge the Central Fire Station to make room for such increased staff, and for more firemen who are also members of the Police Force.

I have already reported on how these improvements could be effected, and my proposals have received the approval of His Excellency the Governor.

9.—Unfortunately,

NOTICES TO CONSIGNEES.

WARRACK LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP LENOX.

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharf delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Proximo, or they will not be recognized.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Proximo, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARROLL & Co., Agents.

Hongkong, June 28, 1897. 1280

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MINZAPOR.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the Wharf delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Proximo, or they will not be recognized.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th Proximo, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL, CARROLL & Co., Agents.

Hongkong, June 27, 1897. 1281

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship Santa, Captain T. Voss, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriter, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, elated, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th June.

No Fire Insurance has been effected.

SEIMSEN & Co., Agents.

Hongkong, June 26, 1897. 1280

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship Glenferry, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 12th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1282

IMPORTANT TO KOWLOON RESIDENTS.

I have the pleasure to inform the Residents of Kowloon that I will commence supplying Fresh Meat, Vegetables and other Articles in the line of a Commissioned Store from 1st July. As regards the supply of fresh Meat, I have made special arrangements with the well-known Hongkong Butcher, due care and attention will be paid to the quality of Goods and accuracy of weights. Price Books and Price Lists will be forwarded on application.

1286

H. RUTTONJEE.

THE Steamship Glenferry, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Cargo remaining undelivered after the 5th July will be subject to rent.

No Fire Insurance has been effected.

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Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, June 28, 1897. 1282

Shipping.

Steamers.

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

The Co's Steamship Sagami Maru.

Capt. K. W. HASWELL.

Will be dispatched for the above Ports TO-MORROW, the 30th Inst., at Noon.

Good Accommodation on board for First and Second Class Passengers.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 28, 1897. 1287

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOK LINE.

MONTHLY SERVICE.

FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN AND GENSAN.

The Co's Steamship Hiogo Maru.

Capt. H. WALTER.

Will be dispatched as above on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 19, 1897. 1229

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR KUBE AND YOKOHAMA.

The Co's Steamship Miho Maru.

Capt. P. H. GORDON.

Will be dispatched for the above Ports on FRIDAY, the 2nd July, at 4 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 26, 1897. 1267

NIPPON YUSEN KAISHA.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUBINATO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ALGER, SUEZ, PORT SAID, MESSINA, NAPLES, LIGHORN, and GENOA; also VENICE, TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN, and SOUTH AMERICAN PORTS, up to CALAO. Taking Cargo at through rates to PERMANENT GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

The Steamship Letimbro.

Capt. BELTRIO.

Will be dispatched as above on SATURDAY, the 3rd July, at 4 p.m.

At Bombay the Steamers are discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, June 26, 1897. 1272

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co's Steamship Hiogo Maru.

Capt. J. M. GORDON.

Will be dispatched for the above Ports on TUESDAY, the 6th July, at Noon.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, June 19, 1897. 1228

NIPPON YUSEN KAISHA.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship Portus.

Capt. J. M. GORDON.

Will be dispatched as above on or about the 10th July.

To be followed by The Steamship Frey, about 25th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 19, 1897. 1231

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co's Steamship Peking.

Capt. H. L. ALLEN.

Will be dispatched as above on or about the 10th July.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, June 26, 1897. 1230

Shipping.

Steamers.

FOR WEST RIVER PORTS.

(KONGMOON, KANCHUCK, SAMRUT, SHU-HING, TAKING AND WUHAU).

The Steamship Wingong.

Will leave Hongkong for WUHAU, via Peking, on WEDNESDAY, the 30th Inst., at 4 p.m.

The above Dates may be slightly modified. This Vessel has Accommodation for a Limited number of First-class Passengers. Fare to or from WUHAU, \$8.

Meals can be obtained on board, on application to the Steward, at tariff rates.

Holders of Return Tickets may Return to Canton instead of Hongkong, by the Straits of the Hongkong, Canton & Macao Steamboat Co., Ltd.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 28, 1897. 1287

SUIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

The Co's Steamship Carverthorpe.

Capt. H. W. GORDON.

Will be dispatched for the above Port on or about the 3rd July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 29, 1897. 1211

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI, NAGASAKI, AND VLADIVOSTOK.

The Steamship Glenferry.

Capt. R. W. GORDON.

Will be dispatched as above on THURSDAY, the 1st July, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, June 26, 1897. 1239

SHELL LINE OF STEAMERS.

FOR MARSEILLES.

The Co's Steamship Peking.

Capt. H. W. GORDON.

Will be dispatched as above on THURSDAY, the 1st July.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, June 26, 1897. 1266

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co's Steamship Sueden.

Capt. H. W. GORDON.

Will be dispatched as above on or about FRIDAY, the 2nd July.

For further Particulars, apply to MELOHES & Co., Agents.

Hongkong, June 26, 1897. 1277

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co's Steamship Sueden.

Capt. H. W. GORDON.

Will be dispatched as above on or about FRIDAY, the 2nd July.

For further Particulars, apply to MELOHES & Co., Agents.

Hongkong, June 26, 1897. 1277

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co's Steamship Hector.

Capt. H. W. GORDON.

Will be dispatched as above on SATURDAY, the 3rd July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, June 24, 1897. 1232

SHIRE LINE OF STEAMERS.

FOR HAYRE, LONDON AND HAMBURG.

The Co's Steamship Radnorshire.

Capt. F. DAVIES.

Will be dispatched for the above Ports on or about the 5th July.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 26, 1897. 1268

Sailing Vessels.

FOR NEW YORK.

The 109 A.I. British Ship Captain Jones.

Will leave here for the above Port, and will have quick dispatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, June 12, 1897. 919

FOR SAN FRANCISCO.

The 109 A.I. British Ship Captain Jones.

Will leave here for the above Port, and will have quick dispatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, June 12, 1897. 919

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-

CLAN MACKENZIE, British ship, Captain Jones.

LORDS, American ship, Capt. John B. Stahl.

ORDEN, Swedish ship, Capt. A. G. Farnell.

ROSE, British ship, Captain James Garrick.

TOKUSAWA, British 4-masted barque, Capt. J. B. Buckton.

Standard Oil Co.

Hongkong, June 12, 1897. 919

Shipping.

Steamers.

FOR SINGAPORE, HAYRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, PORTO, LONDON, LIVERPOOL AND BREMEN).

The Steamship Peking.

Capt. H. W. GORDON.

Will be dispatched for the above Ports on WEDNESDAY, the 30th Inst., at 4 p.m.

For Freight or Passage, apply to SEIMSEN & Co., Agents.

Hongkong, June 19, 1897. 1234

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

FOR SHANGHAI, KUBE AND YOKOHAMA.

TUESDAY, JUNE 29, 1897.

HONGKONG MARKET PRICES.

Corrected to Saturday, June 26, 1897.

At 1020 Cash per Dollar Mexican.

Price. Chinese Name.

English, Local.

Cash. Cash.

Butcher Meat.

Bacon, English, lb.	—	來路烟猪肉	—
" Ame. Sugar cured, "	320	花旗烟猪肉	—
" Focchow, "	220	福州烟猪肉	—
" Japan, cured, "	240	日本烟猪肉	—
Beef, choice & prime cut, catty	140	尾龍肉	—
" Corned, "	140	鹹牛肉	—
" Roast, "	130	燒牛肉	—
" Soup, "	100	燉牛肉	—
" Steak, "	120	牛肉扣	—
Bullock's Brains, per set	60	牛腦	—
" Tongue, fresh, each	250	牛舌	—
" " corned, "	310	鹹牛舌	—
" Head, "	500	牛頭	—
" Heart, "	150	牛心	—
" Hump, Salt, catty	140	牛油	—
" Feet, each	60	牛蹄	—
" Kidneys, "	50	牛腰	—
" Tail, "	100	牛尾	—
" Liver, catty	70	牛肝	—
" Tripe (undressed), catty	60	牛肚	—
Calves Head and Feet, set	500	牛仔頭脚	—
Hams, American, lb.	320	花旗火腿	—
" Chinese, "	240	金華火腿	—
" English, Now, "	440	來路火腿	—
" Japan cured, "	280	日本火腿	—
" Shanghai, "	220	上海火腿	—
Mutton Chop, "	160	羊腩	—
" Leg, "	120	羊腿	—
" Shoulder, "	70	羊肩	—
Pigs' Chittlings, catty	70	豬雜	—
" Feet, "	110	豬蹄	—
" Fry, each	500	豬油	—
" Head, "	50	豬頭	—
" Heart, "	70	豬心	—
" Kidneys, pair	70	豬腰	—
" Liver, lb.	160	豬肝	—
Pork Chop, catty	180	豬腩	—
" Corned, "	190	鹹豬肉	—
" Leg, "	160	豬腿	—
" Fat or Lard, "	160	豬油	—
Sheep's Head and Feet, set	350	羊頭脚	—
" Heart, each	50	羊心	—
" Kidneys, "	70	羊腰	—
" Liver, lb.	150	羊肝	—
Sucking Pigs, each	\$1.75 \$1.25	生牛油	—
Sus, Beef, lb.	110	生牛油	—
" Mutton, lb.	100	生牛油	—
Veal, catty	130	生牛油	—

Poultry.

Chicken, catty	230	雞仔	—
Capeas, "	150	雞仔	—
Ducks, each	160	鴨	—
Doves, each	120	鴿	—
Eggs, Hen, doz.	120	雞蛋	—
" Duck, "	110	鴨蛋	—
Fowls, catty	190	雞	—
Geese, "	160	鴨	—
Hares, each	—	兔	—
Mink Deer, "	—	鹿	—
Partridges, "	—	野雞	—
Pigeons, "	180	鴿	—
Pheasant, brace	—	雉	—
Rice Birds, doz.	—	鶉	—
Quail, each	—	鶉	—
Snipe, "	—	鶉	—
Turkeys, Cook, catty	450	火雞	—
" Hen, "	350	火雞	—
Teal, each	—	鴨	—
Wild Ducks, pair	—	鴨	—

Fish.

Barbel, catty	100	魚	—
Bream, "	80	魚	—
Bombay Ducks, 100 pieces	240	魚	—
Cotton Fresh Water Fish, catty	—	魚	—
Carp, "	100	魚	—
Catfish, "	80	魚	—
Codfish, Salt, "	80	魚	—
Crabs, "	160	蟹	—
Cuttle Fish, "	80	魚	—
Dab, "	60	魚	—
Deco, "	90	魚	—
Dog Fish, "	200	魚	—
" Fresh water, "	150	魚	—
Eels, Yellow, "	180	魚	—
Frog, "	80	魚	—
Fresh Fish, "	260	魚	—
Gardoon, "	80	魚	—
Gurpold, "	80	魚	—
Herrings, "	120	魚	—
" Pickled, doz.	180	魚	—
Salmon, catty	120	魚	—
Labrus, "	140	魚	—
Loach, "	180	魚	—
Lobsters, "	120	魚	—
Macarel, "	120	魚	—
Monk Fish, "	120	魚	—
Mullet, "	120	魚	—
Oysters, "	120	魚	—
Pargolish, "	120	魚	—
Pomph, "	110	魚	—

Pike, catty	—	魚	—
Plaice, "	200	魚	—
Pomfret, White, "	130	魚	—
Pomfret, Black, "	250	魚	—
Prawns, "	80	魚	—
Ray, "	80	魚	—
Rock Fish, "	80	魚	—
Roach, "	200	魚	—
Salmon, (Canton), "	50	魚	—
Shark, "	100	魚	—
Salt Fish, "	100	魚	—
Skipper, "	140	魚	—
Shrimps, "	180	魚	—
Sole, "	160	魚	—
Tench, "	120	魚	—
Turbot, "	500	魚	—
Turtles, small, fresh water, catty	70	魚	—
Whiting, "	90	魚	—
White Bait, "	—	魚	—

Fruits.

Apples, (California), catty	—	蘋果	—
" (Tientsin), "	230	蘋果	—
" (Japan), "	40	蘋果	—
Bananas, fragrant, "	50	香蕉	—
" (Ordies), "	160	香蕉	—
Chestnuts, Chinese, "	100	栗子	—
Carambola, each	60	楊梅	—
Cocoanuts, catty	90	椰子	—
Ground Nuts, "	170	花生	—
Grapes, "	250	葡萄	—
Lemons, China, "	280	檸檬	—
" Peel, "	150	檸檬	—
Lichies, Dried, "	150	荔枝	—
" Fresh, "	—	荔枝	—
Limes, "	—	檸檬	—
Mango, (Salgon), each	180	芒果	—
" (Manila), "	100	芒果	—
Mangosteens, doz.	180	山竹	—
Oranges, Sweet, catty	100	橙子	—
" Green, "	100	橙子	—
" Red, "	—	橙子	—
Olives, "	—	橄欖	—
Pine-apples, each	160	鳳梨	—
Pears, catty	100	梨	—
" (Tientsin), "	200	梨	—
Pine, Red, each	130	松子	—
Pumelo, catty	100	柚子	—
" (Siam), "	100	柚子	—
Peach, (Sweet), "	100	桃子	—
Raisins, Muscatel, "	—	葡萄乾	—
" Pudding, "	—	葡萄乾	—
Water Chestnuts, com.	40	荸薺	—
" Mandarin, "	60	荸薺	—
Walnuts, "	130	胡桃	—

Vegetables, &c.

Artichokes, Shanghai, catty	110	洋蔥	—
Beans, (French), "	30	豆	—
" Long, "	20	豆	—
Beet Root, each	20	甜菜	—
Brinjals, Green, catty	30	茄子	—
" Red, "	30	茄子	—
Brassica, "	30	白菜	—
Bamboo Shoots, "	90	竹筍	—
Cabbage, Chinese com.	30	白菜	—
Cabbage, "	30	白菜	—
Cauliflower, "	60	花椰菜	—
Carrots, catty	60	胡蘿蔔	—
Calary, Chinese, "	60	胡蘿蔔	—
" English, "	150	胡蘿蔔	—
Chilies Dried, "	60	辣椒	—
" Red, "	60	辣椒	—
Curry Stalk, English, "	40	薑	—
Cucumbers, "	50	黃瓜	—
Bitter Squash, "	40	苦瓜	—
Garlic, "	80	大蒜	—
Ginger, young, "	140	薑	—
Horseradish, S'rl, piece	30	山藥	—
Indian Corn, "	10	玉米	—
Lettuce, (English), each	10	生菜	—
Mushrooms, Fresh, catty	80	蘑菇	—
Onions, Bombay, "	80	洋蔥	—
" Green, "	80	洋蔥	—
" Shanghai, "	80	洋蔥	—
" Japan, "	80	洋蔥	—
Okra, "	80	茄子	—
Parley, English, bundle	10	洋蔥	—
Potatoes, Sweet, catty	20	洋蔥	—
" Shanghai, "	20	洋蔥	—
" Japan, "	20	洋蔥	—
" American, "	20	洋蔥	—
" Focchow, "	20	洋蔥	—
" Macao, "	20	洋蔥	—
Pumpkin, "	20	南瓜	—
Purslane, "	25	南瓜	—
Papaw, "	25	南瓜	—
Radish, dozen	4.50	蘿蔔	—
Rice, best quality, not pined, "	4.10	米	—
" Common, "	—	米	—
Shallots, catty	80	蒜	—
Spinage, (Chinese), "	20	菠菜	—
Splach, "	20	菠菜	—
Snake Gourd, "	40	蛇瓜	—
Tomatoes, "	80	番茄	—
Taro, "	80	芋頭	—
Turnips, Pant, (Long), "	80	芋頭	—
Vegetable Marrow, "	80	芋頭	—
" (Long), "	80	芋頭	—
Water Cress, "	10	水菜	—

ENGINEERING INDUSTRY IN JAPAN.

Hitherto failures have followed in the iron works industry in Japan and consequently it has not been well developed. Every kind of steam and electric machinery and instruments have had to be bought from abroad. Some persons interested in the industry have been eagerly engaged for some years past in the development and their efforts have been successful to a certain extent. Japan now possesses dock works in Osaka, Kobe, Nagasaki, Yokohama, and Tokyo, and large electric and engineering works such as the Shitaura Engineering and the Miyoshi Electric Works in Tokyo, and other places. There are, however, two elements which impede the progress of this industry. One is the want of raw material and the other the high rate of interest as well as the bad circulation of money. Since most of the material required has to be imported a considerable time is wanted in getting it after the order has been given for it. Should a large quantity of material be imported at one time the delay caused may be saved, but then a lot of money must be sunk and that would be impossible because of the high rate of interest. Moreover, though the banks are willing to advance money on cotton, cotton yarn and woolen goods as these articles command a ready sale they are not disposed to take iron and iron goods as security since their demand is limited. Now that the economical world of Japan is greatly strained owing to the extraordinary rise of money interest, the prospects for these works which are about to be started are by no means bright. Should things continue at present smaller things may possibly be plunged into an irretrievable embarrassment and even may result in their failure.—Matsuki.

RETROSPECTION.

Scene.—The dining room of a bungalow. Time.—Coffee and cherries. Character.—Captain Featherstone; plump and ordinary. Dolly Featherstone; thin and plain. Dolly:—Jenny for your thoughts, Charlie. You aren't very amusing to-night. Do say something. "I'm thinking, dear." "What can be the matter with you? Did the pudding disagree with you? You haven't spoken since." "No! It isn't the pudding. It's something quite different." "Then it must be the pony you didn't back and ought to have." "Wrong again. It's neither the pony nor the pudding. I was thinking over old times." "What old times? The days when you first knew me?" "Yes, and—well, a little before then too." "Mostly of the 'little before' I expect." "For I don't think you were so much more of what I might call a romance in my life then." "Oh! Then you mean old love affairs." "Scarcely 'affairs.' Flirtations would be a better word." "Affairs—No! I mean flirtations—like the Dolly Featherstone one." "Jolly! I had almost forgotten her. What a jolly little girl she was, and such a ripping dancer too. You should have seen her at the ball the 13th gave in Bangalore. I can even remember the dress she wore. Some white shiny stuff, all covered with lace, and just the nicest little feather in her hair which seemed to nod and beckon to me right across the room." "How very poetic, Charlie." "And the scent which hung about her. It made one feel quite fancy, don't you know?" "Do you mean amusing, dear; because if you could remember the name of it, we might get some." "Do shut up, old girl, you quite put me off." "Sorry darling, but do go on. What happened next? I were the nodding feather and the scent too much for you?" "Yes, I suppose they were; scent always does affect me curiously. They say it's a sign of degeneration; but I can't help it. I am so essentially modern. Now of your Puritanical ideas for me!" "I don't think your worst friends could call you Puritanical, Charlie dear. But for a woman all these things are so different. Scent and that sort of thing doesn't attract us. We like something very different; something more natural and healthy. A smart well-groomed man with a tendency to say for himself is at any rate more tangible than a whiff of stale scent." "Yes, but in Dolly Featherstone's case, the scent and little frilleries were only the introduction to a study of the personality, from which grew a most agreeable acquaintance. You surely don't think there is anything wrong in that?" "Quite correct, my dear boy. No one said a word about there being anything wrong in it. On the contrary, it seems to me quite natural. Only last night at the Club, I felt quite a thrill of emotion when I was introduced to that nice looking man who has just come to the Laners." "Conceded sort of fool, I thought him—but all the same, darling, the 'thrill of emotion' is a little bit too much for a married woman to confess to under such circumstances." "Don't be silly, darling; the thrill wasn't for him. It was only his likeness to a very dear old friend of mine which made me even look at him twice. He is so like what Captain Challenger used to be about five years ago." "Humph! Challenger? I let me see, wasn't that some silly little flirtation of yours?" "It was very real at the time, Charlie. He was such a smart man, not a bit in your style though. Perhaps it was the contrast which made me—"

"Did you ever kiss Challenger?" "Do shut up, old boy, you quite put me off. I want to think. What a monstrous he had! Every bit a man of the world; never gauche or awkward. I remember so well how magnificent he looked at the dances his regiment gave at Secunderabad, and how he seemed to shine out and eclipse every other man in the room. He danced six dances with me that night, and I was the envy of every woman in the room. How happy I was... Charlie, your cigar is out. Don't look at me like that. What's the matter with you? I don't believe you are listening to a word I say, and it's so jolly amusing the past over again. What matter with you? It must be because the one is left unfinished and becomes idealized, while the present is fogged to the bitter end." "Come back, Charlie; you silly boy. Where are you going to and you've knocked out your cigar and spilled your drink. Come and tell me if you ever kissed Captain Challenger, and I'll tell you if I ever kissed Captain Challenger." "I knew you would, you old darling. What are these stories of the past to us now. Our two pasts started out like those horrible things I used to do at school." "That's enough, darling, he never kissed me like that at any rate.—Madras Mail.

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THE TOCHI VALLEY DISASTER.

Spado, June 11.—News has arrived of a catastrophe in the Tochi Valley. The full details are awaited, but it seems that a treacherous attack was made by some Mullicks, and a large number of followers, on some 300 troops, chiefly composed of 2 guns of No. 6 Mountain Battery, a Battery of the 1st Sikhs, and the 1st Punjab Infantry, white bivouacking at 2 o'clock in the day.

Our loss was: killed, Col. Bunney, 1st Sikhs, Lieut. Crookshank, R.A., and Capt. Brown, No. 6 Mountain Battery. Captain Brown was a son of the late Sir James Brown. The wounded officers were—Lieut. Brown, 1st Punjab Infantry; Lieut. Higginson, attached to the 1st Sikhs, and Surg.-Capt. Cassidy, 1st Sikhs. The further casualties are—in the 1st Punjab Cavalry, 2 Sikhs wounded; No. 6 Bombay Mountain Battery, two men killed, three wounded; 1st Sikhs, twelve men killed, also one Kahar and 13 men wounded; 1st Punjab Infantry, one Subadar and seven men killed and six wounded; Commissariat, one man killed, 19 mules killed and missing.

Col. Gray has arrived from Milanah to take over command of the Valley, and Surg.-Capt. Orzard has arrived to attend to the wounded. The Mullah Porindah is believed to be at the bottom of the trouble, but further details are awaited. This serious disaster thus makes a total of 3 officers killed, 25 men killed, including one Subadar, 24 men wounded, 22 animals killed.

LATER.—Mr. Gee, the Political Officer, was visiting Shirani and the district with the escort mentioned in my previous letter, when they were attacked at Maiza. Lieut. Crookshank, R.A., not Crookshank was killed. All the officers wounded are returned as severely wounded. Our force was followed for several miles by apparently overwhelming numbers. A serious outrage has occurred in the Tochi Valley. Mr. Gee, the Political Officer, was on a visit to Shirani and Maiza, escorted by twelve sowars and three hundred Infantry, composed of the 1st Sikhs and the 1st Punjab Infantry, with two guns and a mountain battery. On Thursday the camp at Maiza was surprised and rushed, and the party was compelled to retire towards Datakh. Colonel Bunney, of the Sikhs, with Captain Brown, and Lieutenant Crookshank, of the battery, were killed. Lieutenant Higginson, of the Sikhs, Lieutenant Seton Brown, of the Punjab, and Surg.-Capt. Cassidy, were severely wounded. Twenty-four of the rank and file were killed, and twenty-five severely wounded. There was also a large loss of mules and horses. The force was harassed for several miles by overwhelming numbers. All the officers were wounded severely. The Sowarans have hitherto not given trouble. The attacking force was composed mainly of fanatic Mullicks, believed to be led by the celebrated Mullah, Pindwah.

Calcutta, June 13.—Mr. Gee, the Political Officer, was on a visit to Shirani and Maiza, escorted by twelve sowars and three hundred Infantry, composed of the 1st Sikhs and the 1st Punjab Infantry, with two guns and a mountain battery. On Thursday the camp at Maiza was surprised and rushed, and the party was compelled to retire towards Datakh. Colonel Bunney, of the Sikhs, with Captain Brown, and Lieutenant Crookshank, of the battery, were killed. Lieutenant Higginson, of the Sikhs, Lieutenant Seton Brown, of the Punjab, and Surg.-Capt. Cassidy, were severely wounded. Twenty-four of the rank and file were killed, and twenty-five severely wounded. There was also a large loss of mules and horses. The force was harassed for several miles by overwhelming numbers. All the officers were wounded severely. The Sowarans have hitherto not given trouble. The attacking force was composed mainly of fanatic Mullicks, believed to be led by the celebrated Mullah, Pindwah.

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Station.	Barometer.	Thermometer.	Humidity.	Direction.	Force.	Weather.	Date.
W'atook.	29.64	78	84	NE	5	o	—
Tokio.	29.64	78	84	NE	5	o	—
Kobe.	29.64	78	84	NE	5	o	—
Nagasaki.	29.64	78	84	NE	5	o	—
Kagoshima.	29.64	78	84	NE	5	o	—
Gatol.	29.64	78	84	NE	5	o	—
Amoy.	29.64	78	84	NE	5	o	—
Swatow.	29.64	78	84	NE	5	o	—
Canton.	29.64	78	84	NE	5	o	—
Hongkong.	29.64	78	84	NE	5	o	—
Yokohama.	29.64	78	84	NE	5	o	—
Manila.	29.64	78	84	NE	5	o	—
O.S. James.	29.64	78	84	NE	5	o	—

On the 29th at 11.30 a. Changes of pressure are slight. The thermometer, however, is inclined to fall in Hongkong. The depression to the Southwest of Hongkong, probably in about 20° Lat., appears to be almost stationary, but increasing in intensity. Forecast: N.E. and E. winds, strong, with some probability of a gale; threatening, equally with rain.

F. G. Fies, Acting Director. Hongkong Observatory, June 29, 1897.

Intimations.

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